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The Daily Press

HONGKONG, AUGUST 11TH, 1910.

A Peking contemporary, reviewing the comments of the Chinese Press on the new Agreement which has been concluded between Russia and Japan observes that "by some it is considered as detrimental to China's inherent and Treaty rights in the free industrial development of Manchuria; by others it is regarded as a great infringement of the principle of the open door and equal opportunity in Manchuria; and by all, its menacing tendency to China's sovereignty and territorial rights in that region is conceded." Yet the world was informed last month that at a meeting of the Grand Council at Peking it was resolved, in acknowledging the receipt of the new Agreement concluded between Russia and Japan, to express the satisfaction of the Chinese Government at the decision of the two countries to adhere to the Portsmouth Treaty and the *status quo* in Manchuria. On the face of the Agreement, so far as its contents have been published, it seems to be mainly a superfluous re-assertion of principles and policies already embodied in existing Treaties, and its only new feature is a mutual engagement "to lead to each other friendly co-operation with a view to amelioration of their respective railway lines in Manchuria, and the improvement of the connecting service of the said railway, and to abstain from all competition prejudicial to the realisation of this object." It has been

asserted in the Chinese Press that the published text of the Treaty discloses no *raison d'être* for the Agreement, and it is consequently assumed that there is a secret understanding between these two Powers inimical to the sovereignty of China in Manchuria. One paper says it is significant that China's sovereignty is entirely ignored in the Convention. If this means that the Agreement makes no reference whatever to China's sovereignty, the statement is erroneous, because it contains a declaration of sincere attachment to the principles established by the Agreement of 1907. In this the contracting Powers expressly recognise "the independence and the territorial integrity of the Chinese Empire and the principle of equal opportunity for the commerce and industry of all nations in the said Empire." There is some excuse for the general view that the sovereignty of China is a somewhat nebulous thing in Manchuria when we contemplate the great and important economic interests Russia and Japan possess in that province—interests which have owed nothing to the protection accorded them by China; but we cannot discover that the new Agreement makes in this respect the smallest change in the conditions which have hitherto prevailed. Both Powers have recognised, and by this latest Agreement do still recognise, Chinese sovereignty in Manchuria, and when we look for the *raison d'être* of the new Agreement we find it sufficiently apparent in the first article, which provides for an improvement in the railway connections.

The position down to the present time has been very unsatisfactory, and Russian jealousy of Japanese progress would appear to be largely responsible. Travelers to the East by the Trans-Siberian route get an illustration of this if they wish to come *via* Dalny instead of Vladivostok. The Trans-Siberian express is timed to reach Harbin about eight o'clock in the evening, but the Russian branch railway which takes the passengers on through North Manchuria to Changchun does not leave until 11.30, the following morning, and then crawls along at about ten miles an hour. The Russian train service in North Manchuria contrasts very unfavourably with the Japanese service in South Manchuria, and travellers to or from Europe by the Dalny route will welcome the improvement which seems to be primarily contemplated by this new Agreement. When "the improvement in the connecting service of the said railway" is effected, it should mean a saving of about sixteen hours between Harbin and Dalny. The inference is suggested, though it may not be entirely just, that the present unsatisfactory connections with the Trans-Siberian express in Northern Manchuria are designed to defeat Japanese plans to divert the passenger traffic from Vladivostok, but even under present conditions Shanghai can be reached *via* Dalny twenty hours sooner than *via* Vladivostok, and in spite of the obstacles imposed by the Russian administration to rapid travelling in North Manchuria the route *via* Dalny is still largely preferred. Such improvements as the new Agreement appears to contemplate cannot in the long run damage Russian interests, and it is a matter for general congratulation that the growing friendship of the two Powers has at length reached a stage when an amicable arrangement can be made to improve the connecting service and "to abstain from all competition prejudicial to the realisation of this object." The travelling public stand to gain by the arrangement.

Apart from this very practical, albeit very ordinary question, we can see in the Agreement nothing to warrant all the talk there has been in some quarters of its "sinister political significance." So far as the sovereignty of China, and the rights secured by Treaty to all the commercial Powers of the world, are concerned, they seem in no way prejudiced by the Agreement; on the contrary, this manifestation of improved relationship between the two Powers, who but five years ago were engaged in a great war, contains an assurance of peace, and their friendly co-operation in Manchuria within the limits of the Treaties which define their special interests, is a consummation which ought to evoke pleasure and satisfaction rather than doubts and misgivings.

These lines to Tokyo and Yokohama are interrupted.

The Siberian Mail of the 16th July was delivered in London on the 9th inst.

Another case of plague was notified in the Colony of Hongkong yesterday, making the total for the year 24.

A Macao contemporary discloses a rumour emanating from Lisbon that Dr. Lello (formerly Colonial Secretary) will be the next Governor of Macao.

Recent news of Sir John Jordan, H.M.'s Minister at Peking, who has been staying in the North of Ireland, is that he is very much better in health.

The hearing of the charge of murdering a boatwoman at Deep Water Bay, preferred against a boatman, was continued at the Magistrate's yesterday before Mr. E. R. Hallifax.

No fewer than thirty boat people appeared at the Magistrate's yesterday on various charges, such as obstruction, etc., and fines ranging from \$10 to \$35 were imposed.

While Walter Eboran, a Hongkong school-boy, was bathing with others at Deep Water Bay a watch was stolen from the pocket of his trousers which were left on the beach.

The Chinese Government has applied for the extradition of four of the alleged pirates captured in British territory, and it is believed that the extradition of the others will be sought later.

Mr. von Wieser, the Consal-General for Austria, informs the police that the basement of his residence at "The First" was broken into by forcing the padlock and three towels stolen.

The man charged with being in unlawful possession of a deposit receipt for \$1,000, which is alleged to have been stolen from a house in Macao, appeared before Mr. Wood at the Magistrate's yesterday. The hearing was adjourned.

According to a native telegram the Waiwupu has reported on the proposed extension of the foreign settlement of Shanghai by foreigners. It is reported that the Prince Regent has ordered that the proposition be declined altogether, His Highness being opposed to any further encroachments.

The Portuguese cruiser *San Gabriel* arrived here yesterday from Macao and sailed the port. She is on a cruise round the world, having left Lisbon on 11th December last, and it is expected she will return to the capital in March next. She will visit the Dutch, British and Portuguese Indies, and the coast of Africa on leaving home.

BRITISH NORTH BORNEO.

CONSIDERABLE PROGRESS RECORDED
DURING 1909.

Last year was a good one for the British North Borneo Company, the results recorded in the report for 1909 showing that the company made considerable progress in that period. At \$97,300 the net profit is \$31,600 higher than it was for 1908, and the dividend is raised from 4 to 5 per cent, which is really better than it looks, seeing that the increased distribution has to be paid on \$693,600 more capital. On the previous capitalisation the present distribution would represent a rate of not much under 9 per cent. It is satisfactory to note that all the more important items in the revenue accounts show expansion, customs having advanced from \$38,500 to \$42,800, while land sales rose from \$5,500 to \$25,900, and concessions contributed \$77,000 as against \$20,000. On the present occasion \$50,000 is transferred to contingencies reserve against nothing a year ago. It is worthy of note that the lands and property account now stands in the balance-sheet at \$834,000, approximately \$27 per square mile, or less than 1s. per acre of territory, which will hardly be considered an excessive valuation in view of the fact that the company is selling no land at less than \$1 per acre.

RUSSIA AND CHINA.

It will have been observed, says the *Japan Mail*, that during the past few days, rumours, more or less substantial, have been circulated with regard to a prospective entente between Russia and China. These reports are developing some consistency. The Russian Government is represented as being disposed to take the initiative, and steps are now in progress to collect materials. It certainly seems natural and proper that China herself should be admitted to the Council Chambers of the various Powers which undertake to dispose of her destiny. The trouble is that she has hitherto failed to develop any considerable measure of self-defence capacity, so that no very great inducement offers to seek her co-operation for conservative purposes in the Far East. That is the truth. In the storm and stress of modern life, men who find themselves falling hopelessly behind the time, are apt to end the futile struggle with the bullet or the knife. A nation cannot commit suicide, but it can do something very similar.

NEW DARVEL BAY (BORNEO).
TOBACCO PLANTATIONS.

The report for the year ended December 31 states that the 1908 tobacco crop yielded 4,252 bales (as compared with 6,769 bales in 1907) and was sold at an average price of 1s. 4d. per pound. The board regret the smallness of the crop (due mainly to unfavourable elements), which, not being of the usual quality, realized a very unsatisfactory price. A heavy loss on the year's trading has been incurred. This loss has been met by the transfer of the necessary amount from the reserve fund. The board state that the price so far realized for the 1909 crop have been quite satisfactory.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 10th at 11.40 a.m.—The barometer has risen slightly at the Looshees, and fallen considerably at S. Japan and the Bonins.

The depression, which is now situated over the Pacific to the South of Japan, continues to move slowly Eastwards.

Pressure remains low over China between Tientsin and the Lower Yangtze valley with a tendency for the barometer to fall along the coast.

The area of high pressure still extends over N.E. Japan from the Pacific.

Fresh S. and S.W. winds may be expected in the Formosa Channel, and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { S. W. winds, fresh; equally showery.

Formosa Channel { S. W. winds, fresh.

South coast of China between Hongkong and Lameck { Same as No. 1.

South coast of China between Hongkong and Hainan { Same as No. 1.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.][BUTTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

MAYOR OF NEW YORK SHOT.

LONDON, August 10th.

Judge Gaynor, the Mayor of New York, has been shot on the vessel by which he was about to proceed to Europe.

He was conveyed to hospital, and his condition is reported to be unfavourable.

His assailant was an ex-employee of the Docks. He declared that Gaynor had deprived him of his bread and butter.

Judge Gaynor, who is a Democrat, has been a relentless foe of corruption.

HEALING THE WOUNDS
OF WAR.RUSSIAN APPRECIATION OF JAPANESE
HOSPITALITY.

LONDON, August 10th.

The officers of the Russian squadron now visiting Portsmouth attended a reception given yesterday afternoon on board the Japanese flagship "Ikoma," and were most cordially received.

The Russians expressed their appreciation of the compliment by sending magnificent bouquets to a banquet given at the Town Hall last night in honour of the Japanese.

Prince Tokugawa, replying to the principal toast, said he was sure the Russians would eventually become as great friends with the Japanese as the British were.

[FROM THE "CHUNG NGOI SAN PO."]

CHINA'S PARLIAMENT.

PEKING, August 10th.

The Chinese Parliament has been summoned for the opening meeting on the 23rd September.

VICEROY YUEN CENSURED.

PEKING, August 10th.

Viceroy Yuen, for having allowed the Portuguese to deal with the pirates on Colowan, has been censured.

The Grand Secretary, on behalf of Viceroy Yuen, explained that it was not his fault.

The Prince Regent, however, insisted that the Viceroy had not protected Chinese territory within his jurisdiction.

MR. ROOSEVELT ON BOXING.

Mr. Roosevelt has done and said much lately to confirm his reputation as the epitome of common sense, but nothing so well becomes him as his remarks in the *Outlook* on boxing. According to the correspondent of the *Telegraph*, he wrote that he had repeatedly boxed in public and enjoyed it. We want to remember a story of a visitor to the White House finding him engaged in a good set to with the gloves with an English boxer of some renown. Nor is he alone in this respect. That great legal luminary on this side of the Atlantic, T. B. Brett, of the "Commentaries," used to make a hobby of going down to the Blue Anchor in Shore-ditch and hammering in public or semi-public the professionals who stood up against him. Mr. Roosevelt's public boxing was carried on in his youth, but when he came to years of discretion and an office of authority in New York he refrained for a while from touching the boxing club, because they were found to contribute to a mainly sporting spirit, and drove the use of the seeking knife out of the field. Unhappily this did not last. One or two scandals made it necessary to put a stop to the prize fights in New York State, and the decision has never been regretted by Mr. Roosevelt, especially now that the money prizes fought for are so enormous and demoralizing, and "are often so arranged as to be a premium on crookedness." Nevertheless, with his usual common sense he draws a clear distinction between the noble art of self-defence and the debased form in which it sometimes appears. Amid all the storm of indiscriminate censure which has fallen upon professional boxing in consequence of the Reno fight, the ex-President boldly takes his stand and declares that he numbers several pugilists among his real and valued friends. May his words fall on fruitful soil. Boxing has its appointed place in our public schools. Let nothing be done to discourage such a valuable antidote to the love of comfort that now prevails. Rather may it grow and prosper. A public school boy, whose influence was acknowledged to be immensely beneficial, once succeeded in popularising it in his house. Would there were more like him.—*Fall Mail Gazette*.

SUPREME COURT.

Wednesday, August 10th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE CHINESE ADMINISTRATION ACTION:
NOTICE OF APPEAL.

The big Chinese administration action, which recently occupied the Court for 54 days, was mentioned before the Full Court. The parties are Li Pai Chai, alias Li Shek Pang, alias Li Hing Wai, defendant (appellant), and Li Chok Hung, plaintiff (respondent). Counsel will move, at the next session of the Court, that the judgment in this action delivered on 4th June, 1910, in so far as it affects the Man Shing Tong issue, may be reversed, and that the costs of this application and all the costs relating to such issue in the Court Below may be paid by respondent to the appellant.

Mr. M. W. Slade, K.C., who was instructed by Mr. D. V. Stevenson (of Messrs. Denoon, Looker & Deacon), on behalf of the appellant, said he understood the Chief Justice thought it desirable that they should appear.

The Chief Justice—Yes, these motions must always be made in Court.

Mr. Slade said he would formally move for an adjournment. This was a heavy action, which took 54 days to try. The appellant had entered an appeal, and he was informed that the other side were meditating making an appeal against that part of the judgment which affected them.

The Chief Justice—It takes a long time to get to the bottom of the judgment.

Mr. Slade—Yes, and in the event of their appealing I imagine that the case will take at least fifteen days to hear.

The Chief Justice—On law or facts?

Mr. Slade—Both, my Lord.

The Chief Justice—That seems to me a moderate estimate.

Mr. Slade—I think it is, my Lord, but if they don't appeal it might be possible to get through in ten days.

The Chief Justice—Do you want a date fixed?

Mr. Slade—Yes.

The Chief Justice—We will have to give you next term.

Mr. Slade—Your Lordship's clerk has been seen, and says the first convenient day is November 2nd.

The Chief Justice—When the term opens after the vacation we shall clear off any small things that we conveniently can, and then this case will come on.

Mr. Slade—I really don't think it will take as long as it took to hear originally, or anything like it. There is a great deal of irrelevant matter.

The Chief Justice—You mean irrelevant to the appeal?

Mr. Slade—Yes.

The Chief Justice—You would rather have a day fixed now?

Mr. Slade—Yes, if it is convenient to your Lordships to fix one.

The Chief Justice—We'll make it, *pro tem*, 2nd November.

The Chief Justice—What will be the minimum number of days?

Mr. Slade—I don't think we can get through in less than ten days.

The Chief Justice—That will give us from 2nd November to the Criminal Sessions.

Mr. Slade—I take it that there will be little interruptions on Friday mornings when the Summary Court sits, and Saturday will be needed for other work.

The Chief Justice—You will have the other days.

Mr. Eldon Potter, who was instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell) for the respondent, said he took it that the defendant would put up security for costs before anything happened.

The Chief Justice—This is not a question of leave to appeal, it is merely for fixing a day. All questions of detail, such as security, will be fixed up in the usual way. We have nothing to do with it.

The hearing was fixed for November 2nd.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT
(CHIEF JUSTICE).

TRIAL OF PARTNERSHIP ISSUE.

Before his Honour the Chief Justice and a jury the trial of the partnership issue in the action between Tang Wong Shi and Lai Chi Chin and the Cheong Hing Steamship Co. was continued. The issue was to decide as to whether Lai Chi Chin was on the 4th and 10th days of January, 1908, or on either of such days, a partner in the Cheong Hing Steamship Co., lately carrying on business in this Colony, or liable as a partner in such company or firm.

The jury empanelled was composed of Messrs. H. F. Hickman (foreman), J. Maxwell, C. Cooke, J. H. Barr, H. T. Palmer, G. C. Cruickshank and H. Tillman.

Mr. Eldon Potter, instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell), appeared for the plaintiff, and Mr. M. W. Slade, K.C., instructed by Mr. Hinds (of Messrs. Bruton & Hett), represented the defendant.

When the hearing of this action was resumed yesterday afternoon.

The foreman of the jury said—My Lord, I have been approached by the members of the jury to inquire, in view of this being a civil action, whether any fee will be paid the jurors.

His Lordship—It has been the practice to allow \$10 a day if the Counsel agree. It is entirely in the hands of Counsel.

Mr. Potter—My solicitor agrees to that.

Mr. Slade—Certainly, my Lord.

Mr. Potter—We were prepared to pay a special jury if necessary.

His Lordship—There will be an allowance of \$10 a day.

The foreman—Thank you, my Lord.

The question of the destroyed books was then referred to:

His Lordship—I thought it advisable to have some explanation from the Registrar with regard to the destruction of these documents. It is perfectly clear that some improvement will have to be made. He has drawn me up a report, but, of course, in future we shall have to be very much more careful.

The report was then handed to Counsel for perusal, but was not read out.

Mr. Slade—It is a perfectly *bona fide* action. The books were destroyed on account of their destruction by white ants.

Mr. Potter—Absolutely.

His Lordship—As this has occurred I shall be obliged to take steps for the future, and therefore I thought it advisable to have a report.

Mr. Potter—The first we knew about the destroying of the books was when we applied for them and could not get them.

His Lordship—Yes, that is what I gather.

Tang Cho, an ex-clerical, who was one of the witnesses, was then re-called and questioned by His Lordship.

To what church do you belong?—The Presbyterian.

And Presbyterians have no objection to their minister trading?—I have retired, my Lord.

You have told us you still preach?—On Sundays.

I want to know a little more about this dinner you gave. In your evidence did you mention one dinner or two?—Two.

By whom was the first dinner given; you or your sons?—My sons.

Why should they give a dinner?—It so happened that at that time a few notable men, classmates of ours, came from Shik Ki, which is a great distance from Hongkong. On their arrival here they invited us to dinner, and we gave one in return.

That had nothing to do with the wedding feast you mentioned?—No.

Had it anything to do with the Cheong Hing firm?—Nothing whatever.

You said in your evidence the dinner was given by you and your sons soon after the foundation of the firm?—I did not make such a statement. I don't remember saying so.

I have it down in my notes.—I don't know how that can be, but the eleventh moon would be after the foundation of the firm.

It is customary, is it not, when a firm is founded, to have a sort of foundation dinner?—Well, that all depends. Only very rich firms do that.

You did not mean to suggest, then, that it was the foundation dinner of the Cheong Hing?—Not at all.

When you had these distinguished strangers, why did you ask Lai Chi Chin?—I invited the folks of the Cheong Hing firm, and he being one I invited him.

Why should you introduce Lai Chi Chin as a partner in the Cheong Hing?—It is a custom among Chinese that whenever strangers come together you introduce them and say what they are.

His Lordship then referred to section 16 of the Partnership Act, which he said was rather clumsily worded. It read: "Everyone who by words spoken or written or by conduct represents himself, or who knowingly suffers himself to be represented as a partner in a particular firm, is liable as a partner to anyone who has on the faith of any such representation given credit to the firm, whether the representation has or has not been made or communicated to the person so giving credit by or with the knowledge of the partner making the representation." His Lordship was under the impression yesterday that that would cover this case: that supposing a person had represented himself by his conduct to be a partner, then that established his partnership. And if a person on the strength of his name, but knowing nothing at all about the representation, obtained credit, then that would make him liable. His Lordship thought that went a great deal too far.

Mr. Potter submitted that it did not.

His Lordship pointed out that in his address Mr. Potter would have to split the evidence up and show on which point he relied. Whether a man held himself out by his conduct to be a partner, was the first, while the second was, or knowingly suffered himself to be represented as a partner.

Mr. Potter will address the jury on this matter to-day.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PUISNE JUDGE).

CLAIM ON A PROMISSORY NOTE.

Action was brought by Tsang Wo Chan to recover from Chung Sing Hoi the sum of \$520, being principal and interest due on a promissory note.

Mr. P. Sydenham Dixon (of Mr. B. A. Harding's office) appeared for the plaintiff, and defendant was represented by Mr. A. Jackson (of Messrs. Johnson, Stokes & Master).

Mr. Dixon said the plaintiff claimed the sum of \$400 and interest due on a promissory note. The money was lent to the owner of a junk, and the plaintiff went on board the junk and demanded payment of the money.

His Lordship—We had better confine ourselves to the claim first. The junk is a separate thing.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12. Telegraphic Address: PAGES CODES: A.B.C. 6th Ed. Libby's.

NEW ADVERTISEMENTS

NORDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"CORBEN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th inst. will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 a.m. All Claims must reach us before the 20th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELOCHERS & Co., General Agents. Hongkong, 9th August, 1910. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "PERA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 10th August, 1910. [1]

WANTED.

A FIVE or SIX ROOMED HOUSE, PEAK, about 1st November, for 12 Months or more. Furnished preferred. S. W. D. H., Care of "Daily Press" Office. Hongkong, 8th August, 1910. [12]

MESS.

ENGLISHMAN, with Well-Furnished Small House at Peak, wishes to meet with Man to share same. Apply—A. B. C., Care of "Daily Press" Office. Hongkong, 9th August, 1910. [20]

NOTICE.

TRANSLATIONS of LEGAL and ENGINEERING DOCUMENTS from Portuguese, French and Spanish Languages into English and vice-versa, as well as Documents of any description, made by an Experienced Translator. For terms, apply to—"ARGENTUS," Care of P. O. Box No. 113A. Hongkong, 10th August, 1910. [27]

VIENNA CAFE CO. (1910) LIMITED (RECONSTRUCTED).

QUEEN'S ROAD CENTRAL, (Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE) AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS. SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c. AN EXTENSIVE MODERN BAKERY. A FRENCH CHEF. Hongkong, 23rd July, 1910. [855]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns. Prospective samples and all information from the General Agents, SIEMSEN & Co. (Machinery Dept.), Hongkong. [748]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 30th day of August, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1910. The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 8th August to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors, N. J. STABB, Acting Chief Manager. Hongkong, 3rd August, 1910. [397]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.25 per Share, Declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS, held this Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 9th August, 1910. Shareholders are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary. Hongkong, 9th August, 1910. [926]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 104, of the Articles of Association of the General Managers have this Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 1910, of TWO DOLLARS PER SHARE. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 15th inst. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 13th inst., 1910, both days inclusive. JARDINE, MATHEWSON & Co., Ltd., General Managers. Hongkong, 1st August, 1910. [894]

FOR SALE

FOR SALE.

VALUABLE PROPERTY on the middle avenue (Parkes Avenue), British Consession, Shamen, Canton. Present occupant's lease runs to end of 1910, and he would like to renew it if the purchaser does not want to occupy it. Particulars upon application. Address:—S. R. E., Care of "Daily Press" Office. Hongkong, 1st August, 1910. [889]

HONGKONG HANSARD REPORTS OF THE MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909. REVISED BY THE MEMBERS. PRICE - - - - \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING PORTIONS of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [64-168]

CHEESE CHOICE CANADIAN STILTON. 60 CENTS PER LB.

THE DAIRY FARM CO., LTD. [42]

GENTLEMEN: WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK of Gentlemen's & BOYS' (SOCKS) assorted Shade and Designs, also HOSE GARTERS, BRACES, SCARF PINS, STUD and SLEEVE BUTTONS. Best Quality of PEARL BUTTONS, WAIST COATS and COATS, FANCY NECK TIES and SCARFS, DRESS TIES, Black and White, HANDKERCHIEFS, PLAIN and EMBROIDERED, COTTON and LINEN, DRESSING HAIR BRUSHES and COMBS, &c., &c.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 18th July, 1910. [707]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOO STREET, (2nd St. west of Central Market). Telephone No. 515. [496]

AUCTIONS

BY ORDER OF THE MORTGAGEE. PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by PUBLIC AUCTION, TO-DAY (THURSDAY), the 11th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room, in Duddell Street, Victoria, Hongkong.

The following VALUABLE LEASEHOLD PROPERTY, situate at Victoria aforesaid, viz.—All that Piece or Parcel of ground situate at Victoria aforesaid registered in the Land Office as Lease Lot No. 107, together with the messengers thereon known as Nos. 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 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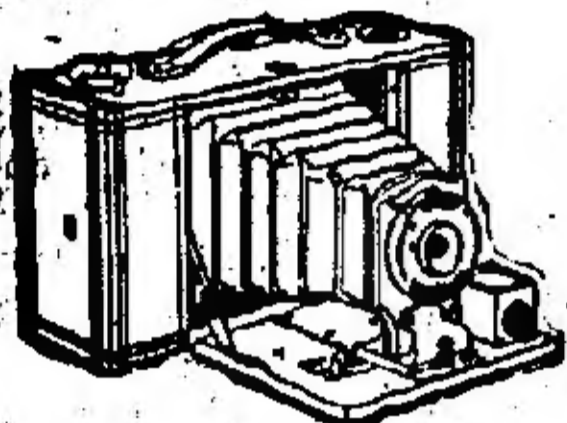
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NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon, on the 16th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

CARLOWITZ & Co., Agents.
 Hongkong, 5th August, 1910. [4]

FROM EUROPE.

THE H.A.L. Steamship

"SPESIA,"
 Captain Fauss, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
 Ex s.s. "Sonchek" from Satal.
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 8th August, 1910. [917]

THE GOLFER'S FEET.

SOME SPECIAL CONSIDERATIONS AT THE PRESENT TIME.

(BY HENRY LEACH.)

There are many things that have a considerable influence on the quality of one's game besides the skill that is possessed, the clubs that are carried, the balls that are played with, the weather, and the state of one's liver, and some of them are not always inspected. Hereabouts in the golfing season a little difficulty often arises which must be mentioned.

For nine months in the year our average player tramps the links in boots or shoes with thick soles, and good substantial heels which are liberally studded with large-headed nails. Now with the turf dry and hard, the sun shining at last, the weather warm, and himself attired in thin clothes, his fancy turns to rubber soles and very likely to canvas shoes, and forthwith he goes out to the first tee so shod, and feeling so light and happy as to convince himself that he is about to do something especially good in the way of driving and pitching and putting. He feels just like that.

Often enough the result is that the rounds that he makes at this time are among the worst he has ever perpetrated, and he becomes very sad in consequence. He cannot understand it.

A TOO LIGHT FEELING.

It never occurs to him to assign the trouble to those thin rubber shoes, but nevertheless this often, very often, is the cause. It is that for two reasons, the first being that it is not always a good thing for the man or woman to be made to feel so specially that the rubber sole, common with no heels, or only very thin ones, make a material difference to the stance and the general attitude of the player towards the stroke he has in hand and his execution of it in the process of swinging. He may feel better and easier and more powerful, but there is the circumstance that he does not feel the same as normally, and it is in a large measure necessary that he should always feel the same.

After a while he suspects that this is the cause, and then away go the rubber shoes, and out come again the thick-soled leather things that see him through most of his golf. His proper game returns, and then he observes wisely to himself: "No more rubber soles for me!" This is a common experience.

There is a certain small proportion of players who do very well in the summer-time with the thinnest canvas shoes. Among the notables there is Mr. Hilton, who always used to wear white shoes with rubber soles in the dry season, but lately has frequently been seen in something brown and stronger, and one remembers also Mr. D. F. Hanson, who oftentimes attracts much attention at championships by his very slow and deliberate methods on the putting green, and who I have seen ever seen in anything but thin foot coverings such as children and other holiday-makers put on about on the sands of the seashore with.

But these are exceptions. The majority of the most experienced players keep to the same strong leather boots and shoes in the summer as at other times, and they tell you that it is best for their game, and that really they do not tire you so much as you imagine they might, not so much indeed as the thin-soled things through which your feet plainly feel the hardness of the ground.

JAMES BRAID'S ADVICE.

Anyhow a large proportion of players consider that they must have some extra ease and comfort in the summer time, no matter what may be argued against it. Then, they may be recommended to take to shoes with stout skin tops and rubber soles of full thickness, with proper heels. Or better still, there are shoes with leather soles and uppers just as usual, which have pieces of rubber let into the soles which give all the grip that is necessary, a better one indeed than nails, which have a tendency to slide along the hard and slippery turf unless they are very sharp, as they seldom are.

All this is substantially the advice of some of the best players, particularly James Braid, who has given as much consideration to the question as anyone.

"You sometimes find players," he says, "going from heavy leather to a thin pair of canvas shoes, and then wondering why they suddenly find they cannot hit any sort of a tee shot, not generally suspecting the real cause, which is nothing more or less than those canvas shoes."

Even at ordinary times the average player is most ridiculously inconsiderate in the matter of his golfing footwear. He will take the utmost care to satisfy himself in the matter of comfort with boots and shoes for ordinary purposes; but when it comes to needing them for his golf he just looks into an old cupboard for something that has been discarded, and the leather of which has grown very hard, sends them out to the shoemaker to have some nails put in the soles, and takes them off to his club.

Yet he probably does not walk two miles a day in the ordinary way, but if on the average he plays golf on two days of the week—and think how many players do twice as much!—with walking to the course and back and putting about in addition to his two rounds, he tramps some twenty miles on those two days, which means a thousand miles in the year! So he should be very careful in the choice of his shoes, and look after them well.

It is, above all, necessary that the fit should be quite perfect, not merely for the sake of comfort, but that a proper sense of security and power may be experienced by the player when making his shot. Only the man who has gone from a pair of badly-fitting things to something the reverse can know what a difference it makes.

SHOES OR BOOTS?

He should also experiment very thoroughly in the difference that boots and shoes make to him. They do make a difference to most people. Harry Vardon strongly recommends the average player to wear shoes, saying that they allow more freedom to the ankles and make it easier to pivot on the toes. On the other hand, he never sees the great Taylor in anything but boots, and Braid declares that while a man with feet and ankles that are very strong may do well in shoes, he thinks that a small man of no great physical strength is generally more at home in boots.

So you see there are differences of opinion among the great as to which is the better, and all the more does it behoove the player to make careful trial and come to a definite conclusion as to what is good for him.

A last tip: It is one of the delights of a golfing day in the summer to change the stockings or socks and shoes at the end of the second round and get into something thin and cool and soft.

These considerations are of special account at the present time, when most golfers will soon be going away on their holidays, and then they play more and walk more than at any other time of the year.—*Evening News.*

DRAMA OF ADOPTION.

ROMANTIC GERMAN CASE.

A romantic drama in German aristocratic circles was brought to light by a case heard before the Imperial Supreme Court at Leipzig. In 1859 Count George von Voss, a member of one of the oldest families of the North German nobility, married in Galicia a woman of humble origin named Dobka. Their union proved childless. The Count, however, felt deeply the absence of some being on whom he could lavish paternal care and affection, and in his sorrow he betrothed him that one of his sisters-in-law, who was married to a carpenter, had four children, for whose bringing-up too plentiful resources were not available.

The family was approached on the subject, and eventually consented to abandon all claim to one girl, who was taken over by the Count as his own daughter. To put the business on a thoroughly stable legal footing from the outset, he subpoenaed a reputable priest to issue him a forged birth certificate to the effect that the girl, Helene by name, was, in fact, his child, and as such she figures to this day in the courtly calendars. When the child was 13 her aunt and adoptive mother died, and the Count took a second wife from his own worldly station. The new Countess was initiated into the secret of Helene's origin, but was threatened with death in case she should reveal it to another. And so the girl grew up, fully believing herself to be the real daughter of her foster-father, and in due time was married to a Prussian officer, Captain Udo von Gronow.

If the Count had been as careful in his latter years as he was when he adopted the carpenter's child, the true story of the affair would probably never have become known. But it so happened that when he died, six years ago, it was found that he had omitted to make a will. His widow was thus exposed to severe temptation. If she kept the secret of Helene's birth she would have to yield up to her a considerable portion of the Count's estate. On the other hand, if she revealed the facts she would become the sole heir. All circumstances considered, it is not surprising that her material interests predominated.

One morning Countess von Gronow, as she was called, having in accordance with the German custom, taken over her supposed father's title, received a letter telling her that she had lived her whole life under a deception, and that, instead of being a lady of noble birth and distinguished lineage, she was only the daughter of an obscure Galician carpenter. It was further made a reproach to her that she had, during her lifetime, received many benefactions from Count von Voss, and she was counselled to abandon all claims to his inheritance, and not to risk the exposure of her humble origin which a law-suit would involve.

Countess von Voss had, however, reckoned without her host. Captain von Gronow, far from shunning the revelations as to his wife's parentage, took the initiative in litigation, and before the widow knew where she was she found herself the defendant instead of the claimant in the action. The captain's case was that he had been induced to marry his wife by representations that she was the child and heiress of Count von Voss, and that consequently a fraud had been practised upon him. He therefore urged that Countess von Voss, as her husband's heir, and herself a party to the deception, should be compelled to pay him the sum of £13,000, to which he would naturally have been entitled had his wife really been the Count's daughter. The action has now been finally decided in the captain's favour by the Imperial Court, so that Frau von Gronow will, at any rate, suffer no pecuniary loss through the disclosure of the secret of her birth.

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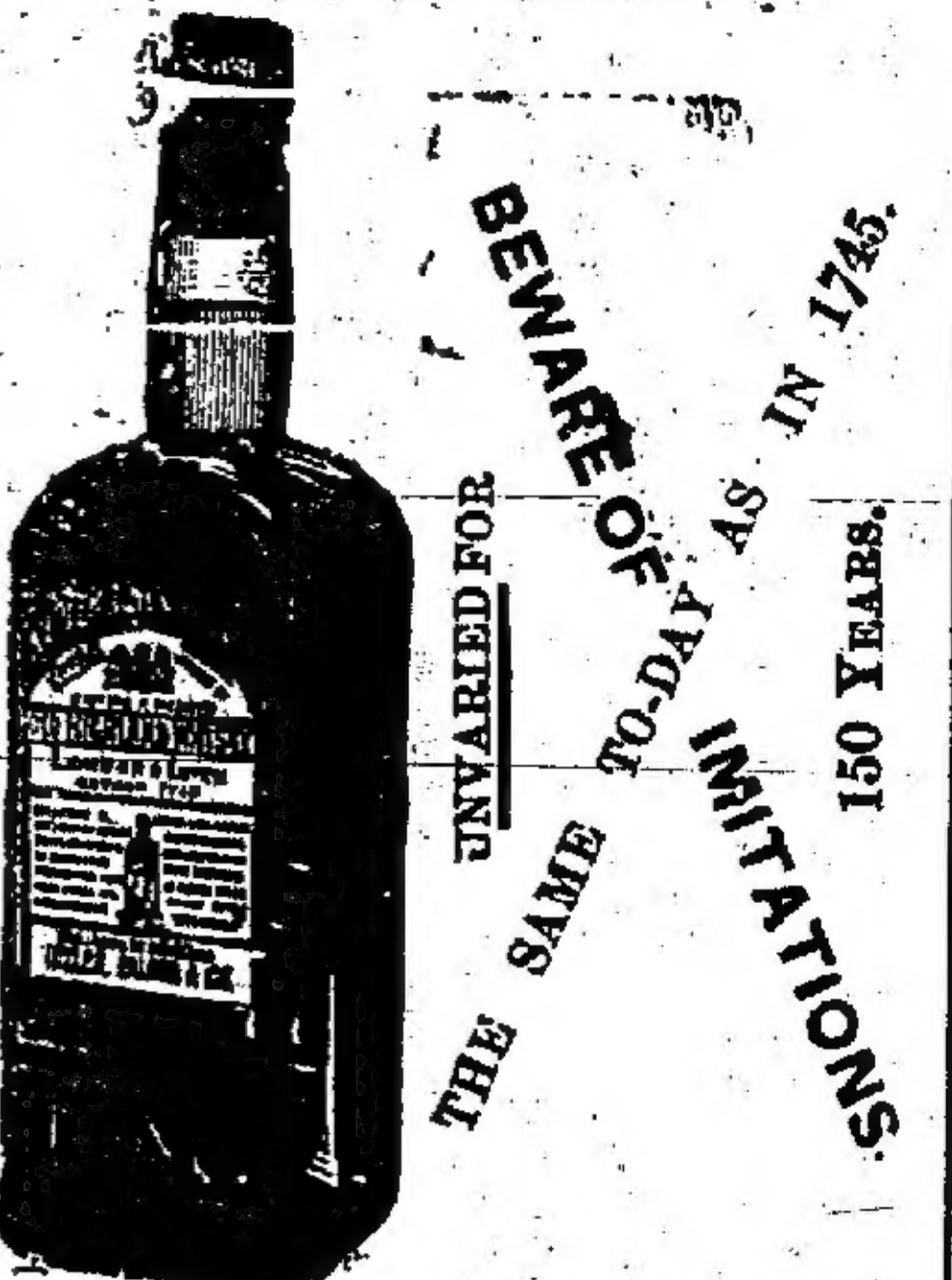
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PHUMPHEN, British str., 1,065, Jas. H. Scott, 6th August—Saigon 2nd August, Rice and General—Chinese.

PITANG, German str., 1,223, D. Reimers, 8th August—Singapore 7th August, Rice—Butterfield & Swire.

RUBI, British str., 1,619, G. Rodger, 6th August—Manila 6th August, General—Shewan, Tomes & Co.

SAMSEN, German str., 987, R. Petersen, 2nd August—Bangkok 27th July, Rice—Norddeutscher Lloyd.

SHANSI, British str., 1,223, Pottinger, 6th August—Chetoo 31st July, General—Butterfield & Swire.

SIAM, British str., 995, Bins, 2nd August—Singapore 26th July, Kerosene Oil—McRae.

SIGNAL, German str., 940, J. Lorenzen, 1st August—Straits 16th July, General—Jensen & Co.

SIMONGAN, Dutch str., 1,202, H. Vos, 2nd August—Java 24th July, Sugar—Yuen Fat Hong.

SINGAPORE, British str., 1,047, F. Jamieson, 1st August—Hapong 30th July, General—Butterfield & Swire.

S. TIAN, American str., 574, D. Pajo, 31st July—Manila 27th July, Sugar—W. B. & Co.

TAISAN, British str., 1,544, G. F. Matthews, 27th July—Saigon 23rd July, Rice—Jardine, Matheson & Co.

TAMBA MARU, Japanese str., 3,803, K. Sato, 7th August—Shanghai 4th Aug., General—Nippon Yusen Kaisha.

TIKING, Dutch str., 1,234, H. Koops, 24th July—Batavia 26th June and Macassar 15th July, General—Java-China-Japan Lijn.

TOIMATI, Dutch str., 5,000, Bonnam, 6th August—Mile 1st August, General—Java-China-Japan Lijn.

YANOTSE, British str., 4,149, Jos. Bulford, 25th July—Liverpool and Singapore 19th July, General—Butterfield & Swire.

YATSHING, British str., 1,424, S. J. Payne, 9th August—Bangkok 28th July and Kohichang 3rd August, Rice and General—Jardine, Matheson & Co.

YCHOCH, British str., 1,306, Mills, 4th August—Batavia 24th July, Salt—Butterfield & Swire.

YUESSANO, British str., 1,123, P. H. Rolfe, 8th August—Manila 5th August, General—Jardine, Matheson & Co.

YU SHUN, Chinese str., 1,079, Westerlund, 4th August—Cebu and Chetoo 27th July, General—C. M. S. N. Co.

ZWERNA, British str., 941, Sheppard, 7th August—Banjovangi 27th July, Sugar—Chinese.

SAILING VESSEL.
 ARROW, British barge, 2971, McIvor, 20th May—Anjer 8th April, Kerosene Oil—Standard Oil Co.

CHINA, American str., 3,186, D. E. Friele, 3rd August—San Francisco 6th July, General—F. M. S. S. Co.

CHINWA, British str., 2,000, A. S. Harris, 8th Aug.—Shanghai 4th Aug., General—Butterfield & Swire.

CHITVEN, Chinese str., 1,177, C. Stewart, 7th August—Shanghai 4th August, General—C. M. S. N. Co.

CROSHUN MARU, Japanese str., 1,301, T. Yama, 8th August—Shanghai 2nd August, General—Osaka Shosen Kaisha.

CROWFA, German str., 1,055, F. Schmitz, 7th August—Bangkok 1st August, Timber and Rice—Norddeutscher Lloyd.

CHOYBANG, British str., 1,424, Courtney, 7th August—Shanghai 2nd and Swatow 6th Aug., General—Jardine, Matheson & Co.

COWRIC, British str., 3,255, L. J. Fala, 9th August—Newchang 1st August, General—Asiatic Petroleum & Co.

DAKOTAH, British str., 4,294, W. A. Ross, 1st August—San Francisco and Shanghai 28th July, General—Standard Oil & Co.

DERWENT, British str., 1,592, J. Jenkins, 31st July—Saigon 27th July, General—Man Fat.

DEWANGONG, German str., 1,050, F. Rehvaldt, 18th July—Bangkok 12th July, Rice and Meal—Butterfield & Swire.

DUNBAR, British str., 2,357, Martin, 9th August—Moji 3rd August, Coal—Shewan, Tomes & Co.

ISANG, British str., 1,127, Myrick, 7th August—Newchang 31st July and Chetoo 1st Aug., Beans—Jardine, Matheson & Co.

FOOCHOW, British str., 1,228, Vincent, 8th August—Hongay 5th August, Coal—Butterfield & Swire.

FOBERIC, British str., 2,537, D. A. Gardiner, 7th August—Moji 1st August, General—McBride A. Wier & Co.

GERMANIA, German str., 609, C. Tyren, 3rd August—Sydney 27th July, Copra—Siesonen & Co.

HALLIOTS, Dutch str., 2,047, Zwart, 12th July—Singapore 5th July, Petroleum—Asiatic Petroleum & Co.

HANGCOW, British str., 929, R. Robertson, 8th August—Tientsin 1st August, Salt—Butterfield & Swire.

HEIMDAL, Norwegian str., 762, J. Johnson, 4th Aug.—Fremantle 17th via Broketon 30th July, Sandalwood—Patterson & Co.

HYSON, British str., 4,232, I. A. Davies, 17th July—Shanghai 15th July, General—Butterfield & Swire.

ISCHIA, Italian str., 2,420, G. Belotto, 5th August—Bombay 16th July, General—Carlowitz & Co.

KASHOW, British str., 2,829, K. T. Jones, 21st July—Kuchinota 15th July, General—Butterfield & Swire.

KWANG, British str., 1,203, C. Plunkett Cole, 17th July—Saigon 14th July, Rice—Butterfield & Swire.

LANDART SCHRIPP, German str., 1,012, A. Strava, 7th Aug.—Bangkok and Swatow 6th August, Rice—Siemens & Co.

LINAN, British str., 1,350, Williams, 4th Aug.—Shanghai 31st July, General—Butterfield & Swire.

LOYAL, German str., 1,237, Wegner, 3rd Aug.—Moji 28th July, Coal—Sander, Weller & Co.

MANCHURIA, American str., 8,750, J. W. Saunders, 7th Aug.—San Francisco 12th July, General—P. M. S. S. Co.

MANSHU MARU, Japanese str., 3,284, H. Hino, 6th August—Moji 30th July, Coal—Toyo Kisen Kaisha.

MONTAGLE, British str., 6,163, W. Dixon, Hoporoth, 25th July—Vancouver via Japan 26th June, Lumber and General—Canadian Pacific Railway Co.

NANCHANG, British str., 1,044, J. Cogan, 4th August—Tientsin 28th July, General and Salt—Butterfield & Swire.

ONFPA, British str., 5,810, W. Cope Lyott, 8th August—Victoria, B. C., 13th July, General—Butterfield & Swire.

PAKIAT, German str., 1,01

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAMES. | FLAG & REG. | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO. | TO BE DESPATCHED. |
|---|--------------------|-------------|--------|----------------------|-------------------------------|---------------------------|
| LONDON, HULL & ANTWERP | CARMARTHENSHEIRE | Brit. str. | — | Daniels | JARDINE, MATHESON & Co., Ltd. | About 20th inst. |
| LONDON, HULL & ANTWERP | DEVANHA | Brit. str. | — | H. Powell | P. & O. S. N. Co. | On 20th inst., at Noon. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | SAMBIA | Ger. str. | k. w. | Müller | HAMBURG-AMERICA LINE | On 10th Sept. |
| COPENHAGEN & ST. PETERSBURG | INDIAN | Dan. str. | — | — | — | End of Aug. |
| HAYRE & HAMBURG VIA STRAITS, &c. | SCANDIA | Ger. str. | k. w. | Peter | HAMBURG-AMERICA LINE | On 13th inst. |
| HAYRE & HAMBURG VIA STRAITS, &c. | SVENSKA | Ger. str. | k. w. | Paas | HAMBURG-AMERICA LINE | On 20th inst. |
| MARSEILLES, &c. VIA PORTS OF CALL. | POLYNESIAN | Fr. str. | — | Bruno | MESSAGERIES MARITIMES | On 10th Sept. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | ATSUTA MARU | Jap. str. | — | Wm. Thomson | NIPPON YUSEN KAISHA | On 15th inst., at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | SAKURA MARU | Jap. str. | — | N. Mathieson | NIPPON YUSEN KAISHA | On 17th inst., at D'light |
| MARSEILLES & HAMBURG VIA STRAITS, &c. | SANJOA | Ger. str. | k. w. | Bahle | HAMBURG-AMERICA LINE | On 31st inst., at D'light |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | MIYAZAKI MARU | Jap. str. | — | T. Murai | NIPPON YUSEN KAISHA | On 14th Sept., at D'light |
| TRIESTE, &c. VIA SINGAPORE, &c. | SILEZIA | Aus. str. | — | E. Radonich | SANDER, WIELER & Co. | On 27th inst., p.m. |
| NEW YORK | BRAEMAR | Brit. str. | — | — | DODWELL & Co., Ltd. | About 25th inst. |
| NEW YORK | ALDENGA | Ital. str. | k. w. | Loewen | CARLOWITZ & Co. | About 3rd Sept. |
| BOSTON & NEW YORK | LEWIS | Brit. str. | — | — | DODWELL & Co., Ltd. | On 16th inst., at Noon. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | MONTEAGLE | Brit. str. | 2 m. | H. E. Dowall | CANADIAN PACIFIC R. Co. | On 23rd inst. |
| VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c. | REDHILL | Brit. str. | — | — | CANADIAN PACIFIC R. Co. | On 23rd inst. |
| VANCOUVER (DIRECT) | REDHILL | Brit. str. | — | — | CANADIAN PACIFIC R. Co. | On 23rd inst. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | EMPEROR OF CHINA | Brit. str. | 1 m. | — | CANADIAN PACIFIC R. Co. | On 27th inst., at 6 p.m. |
| VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c. | AWA MARU | Jap. str. | — | S. Ishikawa | NIPPON YUSEN KAISHA | On 13th Sept., at 4 p.m. |
| VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c. | TAMBA MARU | Jap. str. | — | K. Sato | NIPPON YUSEN KAISHA | On 16th inst., at 4 p.m. |
| TACOMA VIA KEELUNG & JAPAN | TACOMA MARU | Jap. str. | — | H. Yamamoto | OSAKA SHOSHEN KAISHA | On 7th Sept., at Noon |
| CALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c. | KITO MARU | Jap. str. | — | — | OSAKA SHOSHEN KAISHA | On 25th inst., at Noon |
| AUSTRALIAN PORTS VIA MANILA | PRINZ WALDEMAR | Ger. str. | — | F. Iscke | MELCHERS & Co. | On 13th inst., at 5 p.m. |
| AUSTRALIAN PORTS VIA MANILA | TAIYUAN | Brit. str. | 1 m. | L. Dawson | BUTTERFIELD & SWIRE | On 31st inst., at 4 p.m. |
| AUSTRALIAN PORTS VIA MANILA | KUMANO MARU | Jap. str. | — | M. Winkler | NIPPON YUSEN KAISHA | On 30th Sept., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | YAWATA MARU | Jap. str. | — | T. Sekino | NIPPON YUSEN KAISHA | On 18th inst., at Noon. |
| Kobe & YOKOHAMA | KITANO MARU | Jap. str. | — | E. E. Cope | MELCHERS & Co. | About 23rd inst. |
| Kobe & YOKOHAMA | PRINZ SIGISMUND | Ger. str. | — | D. Lenz | OSAKA SHOSHEN KAISHA | To-morrow, at Noon. |
| Kobe & YOKOHAMA | DAIGI MARU | Jap. str. | — | T. Sekino | NIPPON YUSEN KAISHA | On 31st inst., at Noon. |
| Kobe & YOKOHAMA | YAWATA MARU | Jap. str. | — | Zwart | JAVA-CHINA-JAPAN LINE | Quick despatch. |
| Kobe & YOKOHAMA | TJILATAP | Dut. str. | — | E. Forsyth | BUTTERFIELD & SWIRE | On 17th inst., at 4 p.m. |
| Kobe & YOKOHAMA | HUICHOW | Brit. str. | 1 m. | V. McClymont-Liddell | JARDINE, MATHESON & Co., Ltd. | On 16th inst., at Noon. |
| Kobe & YOKOHAMA | CHONGSHING | Brit. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 13th inst., at Noon. |
| SHANGHAI VIA NINGPO | ESANG | Brit. str. | — | T. Suruga | OSAKA SHOSHEN KAISHA | To-day, at Noon. |
| SHANGHAI VIA SVATOW, AMOY & YOOCHOW | CHOSHUN MARU | Jap. str. | — | M. Courtney | JARDINE, MATHESON & Co., Ltd. | To-day, at 4 p.m. |
| SHANGHAI VIA SVATOW | CHOSHUN MARU | Brit. str. | — | A. Harris | BUTTERFIELD & SWIRE | To-day, at 5 p.m. |
| SHANGHAI | CHINHUA | Brit. str. | 1 m. | W. W. Cooke, R.N. | HAMBURG-AMERICA LINE | To-morrow. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | FEBA | Brit. str. | k. w. | — | MESSAGERIES MARITIMES | On 15th inst., p.m. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | SEIZO | Brit. str. | — | Y. Nomura | NIPPON YUSEN KAISHA | On 17th inst. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | VILLE DE LA CIOTAT | Fr. str. | — | S. Barcham | P. & O. S. N. Co. | About 18th inst. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | TORA MARU | Jap. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 19th inst., at Noon. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | ARCADIA | Brit. str. | — | — | HAMBURG-AMERICA LINE | On 26th inst. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | FOOKSANG | Brit. str. | k. w. | — | JAVA-CHINA-JAPAN LINE | Quick despatch. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | ALLESIA | Ger. str. | — | A. Pander | OSAKA SHOSHEN KAISHA | On 17th inst., at 10 a.m. |
| SHANGHAI | TJILIWONG | Dut. str. | — | H. Murayama | OSAKA SHOSHEN KAISHA | On 15th inst., at Noon |
| ANPING VIA SVATOW & AMOY | SOSHU MARU | Jap. str. | — | Y. Yamamoto | DOUGLAS LARPAIK & Co. | To-morrow, at 10 a.m. |
| TAMUI VIA SVATOW & AMOY | HAITUNG | Brit. str. | 2 h. | A. E. Hodgins | DOUGLAS LARPAIK & Co. | On 14th inst., at 10 a.m. |
| SVATOW, AMOY & FOOCHEW | HAICHING | Brit. str. | 2 h. | W. C. Stewart | DOUGLAS LARPAIK & Co. | On 16th inst., at 10 a.m. |
| SVATOW, AMOY & FOOCHEW | HAITUNG | Brit. str. | 2 h. | J. W. Evans | DOUGLAS LARPAIK & Co. | On 19th inst., at 10 a.m. |
| SAIGON | SHANGHAI | Brit. str. | 1 m. | P. H. Hollo | BUTTERFIELD & SWIRE | To-day, at 6 p.m. |
| MANILA | YUENANG | Brit. str. | — | R. Rodger | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 4 p.m. |
| MANILA | RUBI | Brit. str. | — | A. W. Outerbridge | BUTTERFIELD & SWIRE | On 13th inst., at Noon. |
| MANILA | TEAN | Brit. str. | 1 m. | S. J. Payne | JARDINE, MATHESON & Co., Ltd. | On 18th inst., at 4 p.m. |
| MANILA | LOONGSANG | Brit. str. | — | A. Fraser | SHEWAN TOMES & Co. | On 19th inst., at Noon |
| MANILA | ZAFIRO | Brit. str. | — | J. Warrack | BUTTERFIELD & SWIRE | On 20th inst., at Noon |
| CEBU | CHIHILI | Brit. str. | 1 m. | Mathison | BUTTERFIELD & SWIRE | To-morrow, at 4 p.m. |
| LOILO & CEBU | KAIPONG | Brit. str. | 1 m. | S. J. G. Parsons | MELCHERS & Co. | On 15th inst., at 4 p.m. |
| KUDAT & SANDAKAN | BORNEO | Ger. str. | — | Bradley | NIPPON YUSEN KAISHA | End of Aug. |
| BOMBAY VIA SINGAPORE & COLOMBO | BIRGO MARU | Jap. str. | — | Bouman | JARDINE, MATHESON & Co., Ltd. | On 23rd inst. |
| SINGAPORE, PENANG & CALCUTTA | KYTHANG | Brit. str. | — | — | JAVA-CHINA-JAPAN LINE | On 20th inst., at Noon |
| BATAVIA, CHERIBON, SAMARANG, &c. | TJIMAH | Dut. str. | — | — | — | Quick despatch. |

TO-DAY

3 p.m.—Auction of Valuable Leasehold Property at Sale Room, by Mr. Geo. P. Lammett.

FORTHCOMING EVENTS.

Friday, 12th August—Auction of Valuable Leasehold Properties at Sale Room, by Mr. Geo. P. Lammett, 3 p.m.
Saturday, 13th August—Extra Meeting of the Hongkong Gymkhana Club, at Happy Valley, 3.30 p.m.
Monday, 15th August—Auction of Crown Land at Public Works Dept., 3 p.m.
Tuesday and Wednesday, 16th and 17th Aug.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Houghton, 10 a.m.
Saturday, 20th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

SHIPPING.

ARRIVALS.

ANHUI, British str., 1,350, J. B. Harris, 10th August—Shanghai 7th August, General—Butcher & Siro.
CHINUA, British str., 10th August—Canton.
CHOYANG, British str., 10th August—Canton.
DAIGI MARU, Japanese str., 946, H. Murayama, 10th August—Tamsui 7th August, General—Osaka Shosen Kaisha.
GOEBEN, German str., 5,150, G. Bolts, 9th August—Bremen 29th June, Mails and General—Melchers & Co.
HAIYANG, British str., 1,362, A. E. Hodgins, 10th August—Fochow, Amoy and Swatow 9th August, General—Donglin, Laprak & Co.
LOONGHONG, German str., 1,971, F. Vogt, 10th August—Java 4th August, General—Java-China-Japan Line.
NOED, British str., 1,185, F. J. Pryn, 9th Aug.—Shanghai via Fochow 1st August, Case Oil—Asiatic Petroleum & Co.
PERA, British str., 4,916, W. W. Cooke, R.N., 10th August—Singapore 5th August, General—P. & O. S. N. Co.
SAN GABRIEL, Portuguese cruiser, 1,836, S. J. F. Pinto Basto, 10th August—Macao 10th August.
SEGOVIA, German str., 5,000, F. Sachs, 10th August—Wosung 6th August, General—Hamburg-Amerika Linie.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Cardiganshire, British str., for Straits.
Choshun Maru, Japanese str., for Swatow.
Choyang, British str., for Shanghai.
Landart Schiff, German str., for Swatow.
Nanchang, British str., for Tientsin.
Oaufo, British str., for Manila.
Pera, British str., for Yokohama.
Sachsen, German str., for Hoilow.
Segovia, German str., for Straits.

DEPARTURES.

ANTIOCHUS, British str., for Seattle.
BOMBAY MARU, Japanese str., for Singapore.
CHICAGO MARU, Japanese str., for Tacoma.
GOEBEN, German str., for Shanghai.
GREGORY APCAB, British str., for Singapore.
HAIYANG, British str., for Swatow.
HAYARD, Norwegian str., for Bangkok.
KLEIST, German str., for Europe, &c.
MACHEW, German str., for Bangkok.
MONTENEGRO, German str., for Hoilow.
STELLA, German str., for Shanghai.

SHIPPING REPORTS.

The British str. Haiyang reports: Light breeze, equally with slight rain.

VESSELS IN DOCK.

August 10th.
KOWLOON DOCK—Huangho, Gloria, Paul Dean, H.M.S. Taku, San Juan, Corrie.
TANK DOCK—Union, Simongan, Samsen, Manchuria.

VESSELS ON THE BERTH

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship
"ALBENGA."
Captain Lorenzen, will be despatched to the above Port, on or about the 17th August.
For Freight apply to
CARLOWITZ & Co., Agents.
Hongkong, 26th July, 1910. [862]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON, HULL AND ANTWERP.

THE Steamship
"CARMARTHENSHEIRE."
Captain Daniel, will be despatched as above on or about 20th inst.
This Steamer has excellent accommodation for first Class Passengers at Cheap Rates, is fitted with Electric Fans in State Rooms and carries a Doctor and Stewardess.
For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 9th August, 1910. [924]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZILS to KUBERN GULE, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).
THE Company's Steamship
"SILEZIA"
Captain Radonich, will be despatched as above on SATURDAY, the 27th inst., p.m.
This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & Co., Agents, Prince's Buildings.
Hongkong, 1st August, 1910. [3]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|---|-------------------|-------|----------------------------------|
| MANILA, YAP, FRIED- RICH, WILHELMSHAFEN, &c. | "PRINZ WALDEMAR" | 6,100 | (Saturday, 13th Aug., at 5 p.m.) |
| RABATUL, SAMARAL, BRIS- BANE and SYDNEY. | "PRINZ SIGISMUND" | 6,000 | About 23rd August. |
| YOKOHAMA & KOBE | "BORNEO" | 5,050 | End of August. |
| KUDAT and SANDAKAN | | | |

* Fitted with wireless Telegraphy New System of Telefunken.
For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 6th August, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | To Sail on or About. |
|----------|-------|--------------|----------------------|
| REDHILL | 3,899 | H. E. Dowall | 23rd August. |
| SUVERIC | 6,232 | F. S. Cowley | 27th September. |
| KUMERIC | 6,232 | G. B. McGill | 20th October. |
| AYMERIC | 4,352 | J. Boyd | 20th November. |

* Calling at Amoy and Keelung if sufficient inducement offers.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 10th August, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.



| FOR | STEAMERS | TO SAIL |
|------------------------------|-------------------|----------------------|
| SHANGHAI, KOBE & YOKOHAMA | "V. DE LA CIOTAT" | On 15th Aug., p.m. |
| MARSEILLES VIA PORTS | "POLYNESIAN" | On 16th Aug., 1 p.m. |
| SHANGHAI, KOBE & YOKOHAMA | "TOURANE" | On 29th Aug., p.m. |
| MARSEILLES VIA PORTS | "AUSTRALIAN" | On 30th Aug., 1 p.m. |

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—

Hongkong, 5th August, 1910.

P. THOMAS, AGENT,
Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

| From Hongkong. | From St. John, N.B. From Quebec. |
|--------------------------------------|--|
| "MONTEAGLE" TUESDAY, 16th Aug. | "EMPERESS OF BRITAIN" Fri., 23rd Sept. |
| "EMPERESS OF CHINA" SAT., 27th Aug. | "ALLAN LINE" Friday, 14th Oct. |
| "EMPERESS OF INDIA" SAT., 17th Sept. | "EMPERESS OF IRELAND" Fri., 4th Nov. |
| "EMPERESS OF JAPAN" SAT., 8th Oct. | |
| "MONTEAGLE" TUESDAY, 8th Nov. | |
| "EMPERESS OF CHINA" SAT., 5th Nov. | "EMPERESS OF IRELAND" Fri., 2nd Dec. |

"Emperess" Steamships leave HONGKONG at 6 p.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers "443" "445" and 1st Class Railway "443" "445"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Cornhill Finner Street and Praya, opposite Blake Pier

VESSELS ON THE BERTH

SOIETA ANONIMA NAZIONALE DI
SERVIZI MARITTIMI ROMA.

STEAM FOR BOMBAY,
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LERNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. Taking Cargo at through rates to TRIESTE, GULF and BAHAM, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"ISCHIA,"
Captain Balotto, will be despatched as above TO-MORROW, the 12th inst., at 3 p.m.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 1st August, 1910. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DEVANHA,"
Captain Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 20th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MARMORA," 10,509 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA," due in London on the 2nd October, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 8th August, 1910. [1]

For further particulars, apply to

Superintendent.

Superintendent.

Superintendent.

Superintendent.

Superintendent.

Superintendent.

Superintendent.

Superintendent.

Superintendent.

Superintendent.

Superintendent.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|----------|-----------------|----------------------------|
| SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA | ARCADIA | 15th Aug. | Freight only. |
| SHANGHAI | ARCADIA | About 18th Aug. | Freight and Passage. |
| LONDON via USUAL PORTS | DEVANHA | Noon, 20th Aug. | See Special Advertisement. |

For further Particulars, apply to
HONGKONG, 11th August, 1910.

E. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|--|-----------|---------------------|
| SHANGHAI | "CHINHUA" | On 11th Aug. 4 P.M. |
| SAIGON | "SHANSI" | On 11th Aug. 6 P.M. |
| CEBU | "CHIHAI" | On 12th Aug. 4 P.M. |
| ILOTIA & UBU | "KAIFONG" | On 15th Aug. 4 P.M. |
| CHIEFOO & TIENTSIN | "HUICHOW" | On 17th Aug. 4 P.M. |
| MANILA | "TEAN" | On 18th Aug. 4 P.M. |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "TAIYUAN" | On 31st Aug. 3 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 11th August, 1910

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

| STEAMSHIPS | CAPTAIN | LEAVING. |
|------------|----------------------|--------------------------------|
| "HAIYANG" | Capt. A. E. Hodgins | FRIDAY, 12th Aug., at 10 A.M. |
| "HAIYANG" | Capt. W. C. Passmore | TUESDAY, 16th Aug., at 10 A.M. |
| "HAIYANG" | Capt. J. W. Evans | FRIDAY, 19th Aug., at 10 A.M. |

FOR SWATOW AND RETURN.

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 14th Aug., at 10 A.M.
Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

HONGKONG, 10th August, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|------------------------------|----------|------------------|
| OPENHAGEN and ST. PETERSBURG | "INDIEN" | End of August. |

For Further Particulars apply to
HONGKONG, 30th July, 1910.

MELOHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|------------------------------|---------------|----------------------------|
| SHANGHAI via SWATOW | "CHOYSANG" | Thursday, 11th Aug., Noon. |
| MANILA | "YUENSANG" | Friday, 12th Aug., 4 P.M. |
| SHANGHAI via NINGPO | "ESANG" | Saturday, 13th Aug., Noon. |
| TIENTSIN | "CHEONGSHING" | Tuesday, 16th Aug., Noon. |
| SHANGHAI, KOBE & MOJI | "FOOKSANG" | Friday, 19th Aug., Noon. |
| MANILA | "FOONGSANG" | Friday, 19th Aug., 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG" | Saturday, 20th Aug., Noon. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sui. Exch. 4.
For Freight or Passage, apply to
HONGKONG, 11th August, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER.



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|-----------|--------|---------------------|
| RUBI | 2540 | R. Rodger | Manila | On 13th Aug., Noon. |
| ZAFIRO | 2540 | A. Fraser | Manila | On 20th Aug., Noon. |

For Freight or Passage apply to
HONGKONG, 1st August, 1910.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| | | | |
|--------------------------------|-----------|-----------------------------------|------------|
| FOR SHANGHAI, KOBE & YOKOHAMA: | | FOR HAVRE & HAMBURG: | |
| S.S. SPEZIA | 12th Aug. | S.S. SCANDIA | 13th Aug. |
| S.S. ALESIA | 26th Aug. | FOR HAVRE & HAMBURG: | |
| S.S. AMBRIA | 8th Sept. | S.S. SLAVONIA | 20th Aug. |
| | | FOR MARSEILLES & HAMBURG: | |
| | | S.S. BAKONIA | 31st Aug. |
| | | FOR HAVRE & HAMBURG: | |
| | | S.S. SPEZIA | 10th Sept. |
| | | FOR ROTTERDAM, HAMBURG & ANTWERP: | |
| | | S.S. SAMBIA | 10th Sept. |

Further Particulars, apply to—
HONGKONG, 6th August, 1910.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

| | | |
|--------------------|-------------------|--------------------------|
| S.S. KIYO MARU | 17,200 tons gross | Sail Aug. 25th, at Noon. |
| S.S. BUZO MARU | 10,500 | Oct. 22nd, at Noon. |
| S.S. HONGKONG MARU | 11,000 | Dec. 21st, at Noon. |

For Particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
HONGKONG, 6th July, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | TONS. | SAILING DATES. |
|---|--|-------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | ATSUTA MARU Capt. Wm. Thomson, 9,000 | | WED'DAY, 17th Aug., at Daylight |
| | HITACHI MARU Capt. N. Mathison, 7,000 | | WED'DAY, 31st Aug., at Daylight |
| | MIYAZAKI MARU Capt. T. Murai, 9,000 | | WED'DAY, 14th Sept., at Daylight |
| VICTORIA B.C. & SEATTLE | SADO MARU Capt. Hiordahl, 7,000 | | SATURDAY, 10th Sept., from Kobe |
| VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA | TAMBA MARU Capt. K. Sato, 7,000 | | TUESDAY, 16th Aug., at 4 P.M. |
| | AWA MARU Capt. S. Ishikawa, 7,000 | | TUESDAY, 13th Sept., at 4 P.M. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | KUMANO MARU Capt. M. Winkler, 6,000 | | FRIDAY, 2nd Sept., at Noon |
| | YAWATA MARU Capt. T. Sekine, 5,000 | | FRIDAY, 30th Sept., at Noon |
| SHANGHAI, MOJI and KOBE | TOSA MARU Capt. Y. Nomura, 6,000 | | WED'DAY, 17th Aug. |
| KOBE and YOKOHAMA | KIFANO MARU Capt. F. E. Cope, 9,000 | | THURSDAY, 18th Aug., at Noon |
| BOMBAY via SINGAPORE and COLOMBO | BINGO MARU Capt. S. G. Parsons, 7,000 | | TUESDAY, 23rd Aug. |
| NAGASAKI, KOBE and YOKOHAMA | YAWATA MARU Capt. T. Sekine, 5,000 | | WED'DAY, 31st Aug., at Noon |

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

| | Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|-----------|------------------|--------------|--------------|------------------|
| 1st CLASS | \$120 | \$110 | \$100 | \$90 |
| 2nd " | \$80 | \$70 | \$60 | \$50 |

With Option of rail between Calling Ports in Japan.

Calling at Saigon.
Fitted with New System of Wireless Telegraphy. 1 Cargo only. * Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

HONGKONG, 1st August, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | TONS (Gross reg.) | LEAVES. |
|---|------------------------------------|-------------------|------------------------------|
| TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA | "TACOMA MARU" Capt. H. Yamamoto | 6,178 | WED'DAY, 7th Sept., at Noon. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|------------------------------------|------------------------------------|--------------------------------|
| SHANGHAI via SWATOW, AMOY & FOCHOW | "CHOSHUN MARU" Capt. T. SURUGA | THURSDAY, 11th Aug., at Noon. |
| KOBE (DIRECT) | "DAIGI MARU" Capt. Y. YAMAMOTO | FRIDAY, 12th Aug., at Noon. |
| TAMBUI via SWATOW, AMOY & AMOY | "JOSHIN MARU" Capt. Y. YAMAMOTO | MONDAY, 15th Aug., at Noon. |
| ANPING via SWATOW & AMOY | "SOSHU MARU" Capt. H. MURAYAMA | WED'DAY, 17th Aug., at 10 A.M. |

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

| 1st CLASS. | 2nd CLASS. | 3rd CLASS. |
|------------|------------|------------|
|------------|------------|------------|

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Far Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Outside. The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East—
16, DES VŒUX ROAD, HONGKONG.

Japan Office.
32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. str. *Ville de la Ciotat*, with the French Mail of the 17th ultimo, and mails from London of the 16th ultimo, will leave Saigon on the 11th instant, at 6 p.m., and is expected to arrive here on Monday morning, the 15th inst.

THE INDIAN MAIL.
The Indo-China str. *Fookshing* left Calcutta for the Straits and Hongkong on the 30th ult., and is due here on or about the 15th inst.

THE CANADIAN MAIL.
The C.P.B. Co.'s str. *Empress of China* arrived at Yokohama at 7 a.m. on the 10th inst., and left again at noon same day for Kobe, where she is due to arrive at noon on the 11th inst.

THE AMERICAN MAIL.
The T.K.K. str. *Chigo Maru*, from San Francisco, will leave Yokohama en route to Hongkong on the 8th inst., and will arrive on the 19th inst.

The P.M. str. *Asia* sailed from San Francisco on the 26th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 23rd inst.

MERCHANT STEAMERS.
The I.G.M. str. *Prins Hendrik* left Kobe on the 7th inst., at 8 a.m., and may be expected here on or about the 13th instant a.m.

The Megal Line str. *Lothian* left United Kingdom on the 10th ultimo for Hongkong via Straits.

The Moyal Line str. *Pathan* sailed from the United Kingdom on the 2nd instant for Hongkong via Straits.

The T.K.K. str. *Kiyo Maru* from South American and Mexican ports, arrived at Yokohama on the 25th ultimo, and is due to arrive here on or about the 16th instant.

The Indo-China str. *Kamsang* left Calcutta for the Straits and Hongkong on the 5th inst., and is due here on or about the 21st instant.

The Bank Line Ltd.'s str. *Suvaris* left Vancouver, B.C., on the 3rd instant, and is due at Yokohama on the 23rd inst.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 6th instant, and is expected to arrive here on or about the 13th prox.

PASSENGERS.

ARRIVED.

Per *Anhui*, from Shanghai, Capt. Frigg, Mr. Kearney and Mr. Escot.

Per *Gochen*, for Hongkong, from Bremen, Mr. Robert Bateman, Mr. and Mrs. Fowler; from Genoa, Mr. Tinsbert, Mr. Conrad Haestop, Mr. J. Danielson, Mr. Otto Linberg, Mr. F. Haas, Mr. Alfred Lisbke, Mr. Otto Wyes and Mr. Margarete Lange; from Colombo, Mr. J. Hay and Mr. H. Y. Young; from Penang, Rev. Brother James; from Singapore, Mr. F. R. Borge, Mr. H. P. Mackenzie and family, Mr. N. Akuzawa, Mr. K. Tunda, Mr. and Mrs. G. E. Dale, Miss Gullett, Mr. and Mrs. B. A. Jones, and Mr. J. Arizumi.

DEPARTED.

Per *Kleist*, for Hamburg, Mr. and Mrs. Adamson, Mr. Barthel, Mr. Boverius, Mr. Bhogamal, Mr. and Mrs. Biedermann, Mr. Basse, Mr. J. Bristow, Mr. J. Lee Coulson, Mr. and Mrs. de Costa Mousinho and children, Mr. and Mrs. J. C. Cutler, Mr. H. M. Curran, Mr. A. J. David, Mr. Paul J. Dusha, Mr. and Mrs. Francisco Figueroa and children, Mrs. Galloway and child, Capt. Hamilton, Mr. Hodgworth, Mr. and Mrs. V. Hetzel, Mr. Hildebrandt, Mr. Holmes, Mr. Humphreys, Mrs. C. Jeschke, Mr. B. D. Kapteyn, Miss M. Karrer, Mr. T. M. Knott, Mrs. M. Koehler, Mr. Kneko, Prof. Dr. and Mrs. Kramer, Mr. and Mrs. Maduira de Costa, Consul J. Medet di Marignone, Miss E. Markell, Mrs. E. Y. Miller, Mrs. Musso, Mr. F. O'Brien, Mr. and Mrs. L. H. Puckel, Mr. Schmieder, Mr. Schmidt, Mr. Schiortz, Dr. and Mrs. J. A. Stader, Mr. H. J. Stahman, Mr. W. Start, Mrs. O. Takahashi, Misses Viller (2), Mr. and Mrs. E. Wiesend, children, Miss Yoshida O'tar and Mr. M. C. van Zydvald.

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June, 1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

HONGKONG, 30th June, 1910.

